

JOB BRIEFING GUIDELINES

At the beginning of each tour of duty, the Engineer, Conductor or Maintenance of Way Foreman will hold a five-minute safety awareness session with each crew member.

STEP I. Plan the Job Briefing.

- A. Develop your own work plan by:
1. Reviewing work or task to be accomplished.
 2. Checking the job location and work area.
 3. Breaking the work down into a step-by-step procedure.
 4. Determining tool equipment and material requirements.
 5. Determining what safety rules or procedures apply.
- B. Consider existing and potential hazards that might be involved as a result of:
1. Job and weather conditions.
 2. The nature of the work to be done.
 3. The job location.
 4. The tools, equipment, and materials used.
 5. Equipment to be worked on.
 6. Traffic conditions and visibility.
 7. Time of day.
 8. Safety or personal protective equipment required.
- C. Consider how work assignments will be made.
1. Group assignments.
 2. Individual assignments.
 3. Abilities and experience of individuals.

STEP II. Conduct the Job Briefing.

- A. Explain work or task to employees.
1. What is to be done.
 2. Why is it to be done.
 3. When it is to be done.
 4. Where it is to be done.
 5. How it is to be done.
 6. Who is to do it.
 7. What safety precautions are necessary.
- B. Discuss existing or potential hazards and ways to eliminate or protect against them.
- C. Make definite work assignments.
1. Make sure employees understand assignments.
 2. Ask questions of the "how" and "why" type.
- D. If special tools, materials, equipment, or methods are to be used, make sure employees know how to proceed safely.
- E. Issue all instructions clearly and concisely; check to see that they are understood.

STEP III. Job Brief for Special Conditions.

- A. Complex jobs.
1. Brief only a portion of the job.
 2. Give additional briefing as the job progresses.
- B. Change in job conditions — when it becomes necessary to change plans and procedures as the job progresses, brief employees on these changes. (As an example: the weather condition changes)

STEP IV. Follow up by Supervisor.

It is important that frequent checks be made as the job progresses to be sure that:

- A. Your plans are being followed and correct work methods were used.
- B. Each person is carrying out the assigned responsibilities.
- C. Any hidden hazards have been identified and what precautions are required.

STEP V. Individual Responsibility.

All employees are responsible to see that the work plan is carried out according to the Job Briefing or modified when conditions change.



CENTRAL CALIFORNIA TRACTION COMPANY

TIMETABLE NO.

39

Effective 0001 hours
Monday, November 10, 2008

FOR THE GUIDANCE AND USE OF
EMPLOYEES AFFECTED

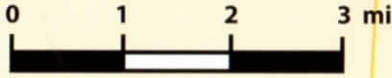
DAVE BUCCOLO
General Manager

RICHARD GRIGSBAY
Manager, Operations and Administration

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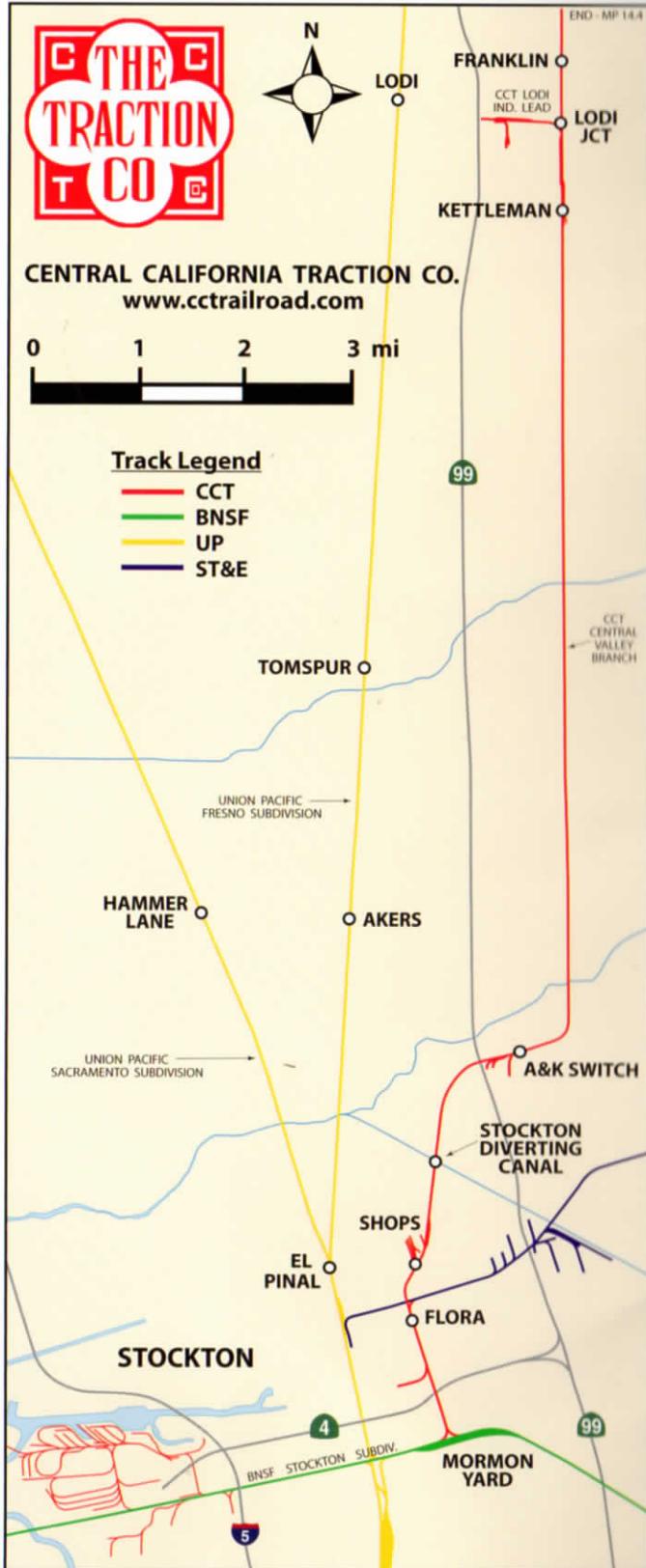


CENTRAL CALIFORNIA TRACTION CO.
www.cctrailroad.com



Track Legend

- CCT
- BNSF
- UP
- ST&E



LODI INDUSTRIAL LEAD

CCT CENTRAL VALLEY BRANCH



TIMETABLE NO. 39

Effective 0001 hours, Monday, November 10, 2008

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EMERGENCY TELEPHONE NUMBERS

Dial 911, or one of the following:

Port of Stockton(209) 946-0246
(press 0 after hours for Port Police)

Stockton Police(209) 937-8377
Stockton Fire Dept(209) 464-4648

Lodi Police(209) 333-6727
Lodi Fire Dept(209) 333-6758

San Joaquin County Sheriff(209) 468-4400
California Highway Patrol(209) 943-8600
BNSF Police(800) 832-5452
UP Police(888) 877-7267

CCT Hazmat Response(209) 471-6251
CHEMTREC(800) 424-9300

Before digging on right-of-way in close proximity to fiber optic cable, call:
BNSF (800) 533-2891 UP (800) 336-9193

SIGNS

 YARD LIMIT SIGNS	 PERMANENT SPEED RESTRICTION	 PERMANENT RESUME SPEED SIGN	 ADVANCE SPEED REDUCTION WARNING
 WHISTLE SIGN, NUMERAL WHEN ATTACHED DENOTES NUMBER OF CROSSINGS NOT MORE THAN ONE FOURTH MILE APART	 DERAIL SIGNS	 BLUE FLAGS	 STOP SIGNS
 STATION SIGNS	 MILEPOST SIGNS	 BEGIN AND END CTC LIMITS	 BEGIN AND END ABS LIMITS
 YELLOW-RED FLAGS	 TRACK FLAGS	 FOULING POINT	 RESTRICTED LIMITS

PORT STOCKTON INDUSTRIAL LEAD

WESTWARD ↓		Port Stockton Industrial Lead	↑ EASTWARD	
Milepost	STATIONS		Rule 6.3	Tracks
0.00	BNSF CONNECTION		YL	Yard
1.00	PORT YARD			
1.59	RIVER BRIDGE			
2.00	WEST PORT COMPLEX			
1.85	TRACK 970		YL	
3.10	TRACK 950			
4.00	TRACK 940			

Maximum Weight: 286,000 lbs. (143 tons) FRA Class 1 track

RADIO COMMUNICATION

Channel 1313 CCT Road Channel - Switching
Channel 8787 CCT Road Channel - Switching
Channel 5050 CCT Maintenance of Way

MAIN TRACK AUTHORITY

MP 0.00 - MP 4.00 Yard Limits (YL)

SPEED RESTRICTIONS

Maximum Speed, MP 0.00 - MP 4.00 10 MPH
Exceptions: All turnouts and switches 5 MPH

ADDITIONAL TRACKS

Scotts Street Lead

MP 0.0 to MP 1.95, accessed off Port Lead.
Rule 6.28, Movement on Other than Main Track (OMT) is in effect.
Maximum Speed 10 MPH, FRA Class 1 track.
Includes tracks 791, 792, 793, 794, 796 at Papermill Yard, Washington Street Yard, Penny Newman Grain, and Durafume Fire logs.

BNSF City Lead

Rule 6.28, Movement on Other than Main Track (OMT) is in effect.
Maximum Speed 10 MPH, FRA Class 1 track. Includes Holt Equipment, Strocal Steel, Transload Solutions, and Delta Team Track.

GRADE CROSSING LOCATIONS

Milepost	Location	DOT Number
0.18	West Washington Street	928483B
0.25	Port Road 21	928459A
0.45	Port Road 22	928460U
0.50	West Washington Street	757370W
0.71	Port Road 23	928461B
0.92	Stork Road / Port Road 24	928462H
1.00	Navy Drive	928013R

OPERATIONS ON FOREIGN RAILROADS

Before entering the BNSF Port Lead, trains, engines, and track cars must first contact the BNSF Stockton Sub Dispatcher on Channel 3636.

WESTWARD ↓		BNSF Stockton Subdivision	↑ EASTWARD		
Speed Zone	Mile Post	STATIONS	Rule 6.3	Siding	
20	1116.1	WHEAT	2MT CTC	Yard	
	1117.6	HANSHAW			
	1119.7	MORMON (CCT Central Valley Branch)			
	1120.5	KEDDIE JCT (Main 1) (UP Fresno Sub)			
	1120.7	UP FRESNO SUB XING (UP Fresno Sub)			
	1121.4	STOCKTON (Amtrak Depot)			
	1122.2	WEST STOCKTON (CCT Port Stockton Lead)			
	1125.0	WOODSBRO			

RADIO COMMUNICATION

Channel 3636 DS-27 Stockton Sub Dispatcher (909) 386-4227

** Maximum Speed for CCT trains on BNSF trackage is 20 MPH. **
All switches and turnouts — 10 MPH, except:
20 MPH - Crossovers at Wheat and Hanshaw. West Stockton, end of 2MT-CTC.
15 MPH - Crossovers at UP Crossing.

Legend: J = Junction M = Manual Interlocking T = Wye X = Crossover

Important: All employees must review BNSF Timetable and General Orders and General Track Bulletins to ensure the above information has not changed.

CENTRAL VALLEY BRANCH

SOUTHWARD ↓		Central Valley Branch		↑ NORTHWARD	
Milepost	STATIONS	Rule 6.3	Tracks		
14.4	END OF TRACK	YL			
13.6	FRANKLIN		1		
12.8	LODI JUNCTION (Jct. with Lodi Ind. Lead)		3		
12.0	KETTLEMAN	BRT	1		
4.0	A&K SWITCH		1		
2.6	STOCKTON DIVERTING CANAL				
1.6	SHOPS	YL	5		
1.1	STE CROSSING (RR Xing)				
1.0	FLORA		1		
0.0	BNSF MORMON YARD		Yard, Wye		

Maximum Weight: 286,000 lbs. (143 tons) FRA Class 2 track

RADIO COMMUNICATION

Channel 1313 CCT Road Channel - Switching
 Channel 8787 CCT Road Channel - Switching
 Channel 5050 CCT Maintenance of Way
 Channel 3636 BNSF Mormon Yard

MAIN TRACK AUTHORITY

MP 0.0 - MP 2.4 Yard Limits (YL)
 MP 2.4 - MP 12.0 Block Register Territory (BRT)*
 MP 12.0 - MP 14.4 Yard Limits (YL)

*Register book located inside Trainmen's room at Shops.

SPEED RESTRICTIONS

Maximum Speed, MP 0.0 - MP 14.4 25 MPH

Exceptions:

MP 0.0 - MP 2.7 12 MPH
 MP 3.0 - MP 4.0 12 MPH
 MP 12.0 - MP 12.8 12 MPH
 MP 12.8 - MP 14.4 12 MPH

All auxiliary tracks 5 MPH

OPERATIONS ON FOREIGN RAILROADS

Before entering the wye at BNSF Mormon Yard, trains and engines must contact the Assistant Trainmaster on Channel 3636. CCT crews operating on the BNSF must have a current BNSF master Track Bulletin.

At BNSF Mormon yard, when shoving into the straight leg of the wye past the yard office, movement must be stopped at yard office crossing to ensure nobody is coming out of yard office door. Then movement may proceed west to clear point of straight leg of wye, unless permission is given by BNSF Assistant Trainmaster in the tower. Never block or place cars foul of the west leg of the wye. When Lodi Local has more loads than will fit at the BNSF yard, leave all empties at CCT Flora siding. UP and BNSF traffic must be blocked on all loads delivered and, when possible, on all empties left at Flora Street Siding.

Any bad orders found in the outbound inspection of cars coming from BNSF will be setout on west leg of the Mormon wye. CCT crews are to pull train up to Hazelton Avenue to make outbound inspection and air test.

DO NOT WALK ON SOUTH SIDE OF INTERCHANGE TRACK ALONG BNSF MAIN TRACK 1.

Before entering the BNSF Port Lead, trains, engines, and track cars must first contact the BNSF Stockton Subdivision Dispatcher on Channel 3636. To proceed to or from the paper mill, BNSF dispatcher must be contacted to line switch and signal for movement.

Prior to occupying any Stockton Terminal and Eastern (STE) trackage, trains and engines must first contact the STE office at (209) 466-7001 to ascertain the location of STE trains and engines.

CENTRAL VALLEY BRANCH

OPERATIONS ON FOREIGN RAILROADS (continued)

Method of Operation between CCT Flora / STE crossovers and UP Flora Street Yard is Rule 6.13, Yard Limits. The maximum speed on Roosevelt Street is 10 MPH. Before proceeding across Waterloo Road, Wilson Way and Airport Way, automatic crossing warning devices must be activated.

GRADE CROSSING WARNING DEVICES

At CCT Shops on the Shop Lead, trains making southbound movement off Shop Lead to main track at Sanguinetti Lane (MP 1.5) must stop and observe 20 seconds of signal operation before proceeding over the crossing.

At Flora Street (MP 0.95), all southbound trains and engines must stop 50 feet from the crossing and observe 20 seconds of signal operation before proceeding over the crossing.

At Victor Road / Highway 12 (MP 13.5), stop and wait for automatic warning devices to be operating before proceeding due to rusty rail conditions.

GRADE CROSSING AND BRIDGE LOCATIONS

Milepost	Location	DOT Number
0.00	Hazelton Street	842765A
0.10	Church Street	842766C
0.11	Marsh Street	842768V
0.12	Sonora Street	842770W
0.20	Lafayette Street	842772K
0.23	East Main Street	842774Y
0.24	East Washington Street	842775F
0.25	Highway 4 Overpass	—
0.28	East Market Street	842778B
0.29	East Myrtle Street	842780C
0.40	East Weber Street	842782R
0.65	East Miner Avenue	842784E
0.70	Fremont Street	842785L
0.95	Flora Street	842790H
1.20	Waterloo Road	842791P
1.30	Harding Way	842792W
1.50	Sanguinetti Lane	842795S
1.90	F Street / Stewart Street	842797F
2.10	Robindale Avenue	842798M
2.30	Vail Avenue	842799U
2.40	Bridge 2, Stockton Diverting Canal	—
2.50	Bike Path, City of Stockton	918900F
3.35	Newton Road	842803G
3.50	Highway 99 Overpass	—
4.10	Cherryland Avenue	842804N
4.50	Leonardini Avenue	842805V
4.90	Bridge 5, Calaveras River	—
5.70	Foppiano Lane	842810S
6.20	Hilderth Lane	842813M
6.60	Morada Lane	842814U
6.80	Mokelumne Aqueduct	—
7.00	Ashley Lane	842815B
7.40	Bridge 8, Mosher Creek	—
7.50	Quashnick Lane	842816H
8.00	Eight Mile Road	842817P
8.80	Bridge 9, Bear Creek	—
9.50	Live Oak Road	842820X
9.70	Bridge 10	—
9.80	Bear Creek Road	842822L
10.00	Amrstrong Avenue	842828T
10.50	Hogan Lane	842825G
11.00	Harney Lane	842826N
12.00	Kettleman Lane	842827V
13.30	Pine Street	842836U
13.50	Victor Road / Highway 12	842837B

Note: Bridge 2 (MP 2.4), Bridge 5 (MP 4.9), Bridge 8 (MP 7.4) have no walkways.

LODI INDUSTRIAL LEAD

WESTWARD ↓	Lodi Industrial Lead		↑ EASTWARD
Milepost	STATIONS	Rule 6.3	Tracks
0.0	LODI JCT (Jct. with Central Valley Branch) . .	YL	
0.5	LODI YARD		Yard
0.6	SWEETENER LEAD		
1.0	END OF TRACK		

Maximum Weight: 286,000 lbs. (143 tons) FRA Class 2 track

RADIO COMMUNICATION

Channel 1313 CCT Road Channel - Switching

MAIN TRACK AUTHORITY

MP 0.0 - MP 1.0 Yard Limits (YL)

SPEED RESTRICTIONS

Maximum Speed, MP 0.0 - MP 1.0 10 MPH

Exceptions:

All turnouts and switches 5 MPH

GRADE CROSSING LOCATIONS

Milepost	Location	DOT Number
0.50	Guild Avenue	917842L
0.80	Thurman Street	917613P

POLK INDUSTRIAL LEAD

WESTWARD ↓	Polk Industrial Lead		↑ EASTWARD
Milepost	STATIONS	Rule 6.3	Tracks
41.90	END OF TRACK	OMT Rule 6.28	
42.00	REDI GROW		
42.10	DAVIDSON IRON		
43.15	COMSTOCK TEAM		
43.75	LIQUID BOX LEAD		
43.80	YARD TRACKS 003/004		
43.85	CANNED GOODS LEAD		
44.00	TRACK 125 X-OVER		
44.20	YARD TRACKS 001/002		
44.50	TRACK 126 X-OVER		
44.60	END OF TRACK		

Maximum Weight: 268,000 lbs. (134 tons) FRA Class 1 track

RADIO COMMUNICATION

Channel usage determined by Union Pacific.

MAIN TRACK AUTHORITY

MP 41.90 - MP 44.60 Other than Main Track (OMT) - Rule 6.28

SPEED RESTRICTIONS

MP 41.90 - MP 43.70 10 MPH
MP 43.70 - MP 44.60 (all trackage) 5 MPH

Exceptions:

All yard and industry tracks, turnouts and switches 5 MPH

EQUIPMENT RESTRICTIONS

- No cars exceeding 78 feet in length
- No 6-axle locomotives

REMOTE CONTROL OPERATION

Union Pacific RCL zone in effect, MP 41.90 - MP 44.60.

MISCELLANEOUS

Contact CCT Operations for Daily Track Bulletin: (209) 466-6927

Track 001 must be left clear at all times as a runaround track.
Track 115 may be used for car storage between MP 43.80 and MP 44.60 without protection.

GRADE CROSSING LOCATIONS

Milepost	Location	DOT Number
43.10	Fruitridge Road	842894P
43.70	Florin-Perkins Road	842897K

At Fruitridge Road (MP 43.10) and Florin-Perkins Road (MP 43.70), stop and wait for automatic warning devices to be operating before proceeding due to rusty rail conditions.

Safety Pays - Use it Everyday!

**Always consider your safety
before acting!**

EMPLOYEE REQUIREMENTS

All Employees MUST provide themselves with the following:

- General Code of Operating Rules, 5th Ed., effective April 4, 2005
- Union Pacific Safety Rules, effective July 30, 2007
- Union Pacific Air Brake/Train Handling Rules, effective April 1, 2004
- Current Form 8620 Instructions for handling Hazardous Materials
- Current DOT North American Emergency Response Guide
- Engineers must carry a current Engineer's Certificate at all times
- All other employees must carry with them a valid Rules Card.

ITEM 1: MAXIMUM SPEEDS - GENERAL

System 25 MPH
Port of Stockton trackage 10 MPH

Through turnouts and switchouts 5 MPH
Industry tracks or sidings (unless otherwise specified) 5 MPH
Balloon or wye tracks 5 MPH
Movement on live rails of track scales 5 MPH
Movement of engines at servicing facilities 5 MPH
FRA Excepted Track (where noted on subdivision pages) 10 MPH

Always observe all slower speed restrictions. Examples include subdivision speed restrictions and locomotive, equipment and heat restrictions.

Harmonic Rocking Action: Be aware that at speeds between 13 MPH and 19 MPH, watch for excessive rocking action of cars on jointed rail. If a speed of 18 MPH cannot be maintained for 1.5 miles, then speed must be reduced to 12 MPH. When moving on jointed or welded (CWR) rail, avoid operating between 13 MPH and 19 MPH for extended periods of time and watch train closely for any signs of excessive rocking. Be sure to observe train through all curves.

ITEM 2: RULE REVISIONS AND ADDITIONS

In cases where Special Instructions Add, Change, or Delete a rule, words to that effect will precede the rule change.

GENERAL CODE OF OPERATING RULES

1.2.5 Reporting

Changed to read:

All cases of personal injury, while on-duty or on company property must be immediately reported to the proper manager and the prescribed form completed. Report of injury MUST be made as soon as practicable. Manager's phone numbers are listed in the timetable. A personal injury that occurs while off-duty that will in any way affect an employee's performance of duties must be reported to the proper manager as soon as possible. The injured employee must also complete the prescribed written form before returning to service. Employees must have treating physician complete a medical progress report for every doctor's visit. Progress report must be turned in to CCT management after the visit or more often when requested. It is the employee's responsibility to have these reports completed and returned to the company.

If an employee receives a medical diagnosis of occupational illness, he or she must report it immediately to the proper manager.

If an employee is injured on-duty, he must report weekly or as required to a Company manager, any follow-up visits to any doctor or other medical care provider resulting from the injury.

Specifically, the injured employee must report all:

- Physical therapy or chiropractic treatments
- Prescriptions issued
- Work restrictions
- Medical treatments
- Return a completed medical progress report after each visit

1.3.1 Issued, Canceled, or Modified

Add the following:

When there is a conflict, Subdivision Special Instructions take precedence over System Special Instructions.

1.4.1 Good Faith Challenge

Add new rule:

A. Right to Challenge

Federal Regulations (49 CFR part 217 and 218) have provisions that allow an employee the right to challenge a directive which, based upon the employee's good faith determination, would violate a railroad operating rule relating to:

- Shoving moves.
- Leaving equipment foul of an adjacent track.
- Handling of hand-operated switches or fixed derails.

B. Good Faith Challenge Procedure

1. An employee may inform a supervisor issuing a directive that a good faith determination has been made that the directive would violate a railroad operating rule relating to:

- Shoving moves.
- Leaving equipment foul of an adjacent track.
- Handling of hand-operated switches or fixed derails.

2. The supervisor will not require the employee to comply with the directive until the challenge is resolved. The supervisor may:

- Require the challenging employee to perform other tasks not related to the challenge until the challenge is resolved, or
- Direct an employee, other than the challenging employee, to perform the challenged task before the challenge is resolved. Employee so directed will be informed of the challenge, and determine that the challenged task does not violate the rules.

C. Resolving Good Faith Challenge

1. A challenge may be resolved by one of the following:

- The supervisor's acceptance of the employee's request.
- An employee's acceptance of the directive.
- An employee's agreement to a compromise solution acceptable to the person issuing the directive.

2. If the challenge cannot be resolved because the supervisor issuing the directive has determined that the employee's challenge has not been made in good faith, or there is no alternative to the direct order, the railroad will:

- Provide immediate review by at least one manager, which must not be conducted by the supervisor issuing the challenged directive or that supervisor's subordinate.
- Resolve the challenge using the same options available for resolving the challenge as the initial supervisor.

3. If the manager making the final decision concludes that the challenged directive would not cause the employee to violate any requirement of the involved rules; then the reviewing manager's decision is final and shall not be subject to further review.

- The manager will inform the employee that federal law may protect the employee from retaliation, if the employee refusal to do the work is a lawful, good faith act.
- The employee making the challenge will be afforded an opportunity to document, in writing or electronically, any protest to the manager making the final decision before the employee's tour of duty is complete. The employee will be afforded the opportunity to retain a copy of the protest.

D. Request for Review and Verification of Decision

Upon written request, at the time of the challenge, the employee has the right for further review by the "Designated Review Manager". Within 30 days after the expiration of the month during which the challenge occurred, the "Designated Review Manager" will verify the proper application of the rule in question. The verification decision shall be made in writing to the employee.

E. Employees Rights and Remedies

The Good Faith Challenge is not intended to abridge any rights or remedies available to the employee under a collective bargaining agreement or any Federal Law.

CCT SPECIAL INSTRUCTIONS

1.5 Drugs and Alcohol

Beyond this rule, Central California Traction Company Drug and Alcohol Policy governs each employee.

Add the following:

The use of or possession of intoxicants, over-the-counter or prescription drugs, narcotics, controlled substances, or medication that may adversely affect performance is prohibited while on or off duty or on or off company property, except medication that is permitted by a medical practitioner and used as prescribed. Employees must not have any prohibited substance in their bodily fluids at any time.

1.6 Conduct

Add the following:

Desertion from duty, making false reports or statements, concealing facts concerning matters under investigation, and serious violations of the law are prohibited.

Any act of hostility, misconduct, or willful disregard or negligence affecting the interests of the company or its employees is sufficient cause for dismissal and must be reported. Indifference to duty, or to the performance of duty, will not be condoned.

1.6.1 Motor Vehicle Driving Records

Add new rule:

CCT certifies employees as locomotive engineers. These employees, whatever class of service, must report convictions for operating a motor vehicle while under the influence of or impaired by alcohol or a controlled substance. Also, these employees must report convictions for refusal to undergo such testing when a law enforcement official seeks to find out whether a person is operating under the influence of alcohol or a controlled substance. State-sponsored diversion programs, guilty pleas and completed state actions to cancel, revoke, suspend, or deny a driver's license are considered convictions as applied to this rule. Employees must report any conviction to their supervisor by the first business day following the day the employee received notice of the conviction.

1.6.2 Notification of Felony Convictions

Add new rule:

The conduct of an employee leading to conviction of a felony is prohibited. Any employee convicted of a felony must notify their supervisor of that fact not later than the end of first business day immediately following the day the employee receives notice of the conviction.

1.10 Games, Reading, or Electronic Devices

Entire rule is revised as follows:

Unless permitted by the railroad, employees on duty must not:

- Play games.
- Read magazines, newspapers, or other literature not related to their duties.
- Use electronic devices not related to their duties except as provided below.

Cell phone use:

- Is prohibited and must be turned off on a moving train, unless being used when radio failure occurs under Rule 2.5 (Communication Redundancy). Employees may use company furnished cell phones in the Telephone mode only when train is stopped. Use of phone in Radio (Direct Connect) will be permitted on a moving train.
- Is prohibited and must be turned off (with electronic ear pieces removed) when duties require employees to be on the ground. MOW employees must have personal cell phones turned off any time they are out on the track, or within foul limits of the track.
- Is allowed to report work activities or for other related duties while the train or engine is stopped. CCT MOW employees may use company cell phone when operating on track equipment only when equipment is stopped. Company cell phone may not be used by MOW employees when in foul limits of the track. Personal cell phone must be turned off at all times when on duty.
- Is allowed while train is stopped, provided its use does not delay or interfere with required duties.

Employees are prohibited from using laptop computers and/or PDAs or other electronic devices while their train or on track equipment is moving unless the use is directly related to their train or equipment movement, e.g. rules related. When train is stopped these devices may only be used for work related duties. This does not prevent the use of cell phones during emergencies.

CCT SPECIAL INSTRUCTIONS

1.15 Duty - Reporting or absence

Add the following:

Continued failure by employees to protect their employment will be sufficient cause for dismissal. Excessive layoff or absence from job assignments will be cause for dismissal.

1.23.1 Locomotive Mounted Safety Devices:

Add new rule:

Employees are prohibited from tampering with or disabling locomotive mounted safety devices.

These devices include locomotive event recorders and alertness devices, horns and video recorders.

1.30 Riding on Engine

Add the following:

Conductor or trainmen may ride in a company vehicle only when:

- At least one trainman rides in the control compartment, if there are more than 2 persons on the crew.
- Person in vehicle must provide roll-by inspections of train from vehicle on at various points along the train's route.

2.14 Mandatory Directive

Add the following:

When it is necessary to transmit a track restriction not covered by a track bulletin directly to a train, the restriction will be issued using the following format: (Train ID) do not exceed (speed) between (location) and (location). If no flags are displayed, the words "No flags are displayed" will be added to the format.

5.2.2 Signals Used By Employees

Add the following:

Locomotive flagging kits must be equipped with a Red Flag and Six Fusees and six torpedoes.

5.5 Location of Permanent Speed Signs

Add the following:

Speed sign will be at the beginning of the speed restriction.

5.5.1 Advance Warning Signs, Permanent Speed Restrictions

Add new rule:

Advance warning sign for a permanent speed restriction must be placed 2,500 feet before the location where the lower speed is in effect.

5.8.2 Sounding Whistle

Add the following:

Trains and engines must sound whistle signal (7) when approaching private crossings. California PUC regulations requirement.

Add paragraph 6:

Sound whistle signals (7) and ring bell when approaching and passing roadway workers on or near the track, regardless of any whistle prohibition. When track car is observed on adjacent track, sound whistle signal (7) when approaching and passing.

Add the following:

Whistle signal (7): To comply with 49 CFR parts 214 RWP Rules use this signal to warn employees when:

- Approaching men or equipment on or near the track, regardless of any whistle prohibitions.
- View is obstructed.

Change Item (7):

When approaching public crossing at grades start whistle signal at whistle board or not less than 800 feet if no whistle board is present. If distance does not permit, start signal soon enough before crossing to provide between 15 and 20 seconds of warning. Prolong or repeat signal until engine or cars occupy the crossing.

5.11 Engine Number

Add the following:

On track bulletins that advise employees about excessive dimension equipment, train must be identified by engine number.

CCT SPECIAL INSTRUCTIONS

6.3.1 Train Coordination

Add new rule:

In Rule 14.1 TWC territory, Rule 6.25 Block Register Territory, Rule 6.13 Yard Limits and Rule 6.28, employees may use a train's authority to establish working limits to unload ballast, ties, and maintenance of way material, remove ice and snow, and other debris from the track. This protection can only be established if the train does not already have joint authority with other trains, employees or equipment. To establish working limits the train must be visible to the roadway worker who is establishing the working limits and must be stopped. In addition, communicate with a member of the train crew and determine that:

- Further movements of the train will be made only as permitted by the roadway worker in charge of the working limits while the working limits remain in effect, and
- The crew of the train will not give up its authority to move until the roadway worker in charge of the working limits has released the working limits to the train crew.
- Display of Red or Yellow-Red flags in these limits is not required, and hand operated power tools may be used by a lone worker.

Movement of Hyrail and On-Track Equipment

Hyrail and On-Track Equipment is defined as hyrail trucks, signal trucks, company officers' vehicles equipped with rail wheels, and on-track maintenance equipment. Hyrail and on-track equipment must be *prepared to stop* when approaching:

1. People or animals
2. Any road crossing
3. Standing or moving trains, cars, or on-track equipment on same or adjacent tracks
4. Switches and frogs
5. Derails, tunnels, bridges, and station platforms
6. Curves or points where view is obstructed
7. When operating hyrail or on-track equipment at an interlocking signal, movement must stop. If no conflicting movement is seen or heard, employee will operate per instructions in release box or use maintenance of way control to operate time release.

Railroad radio, headlight, and if equipped, strobe lights must be on.

A. Movement Of Hyrail And Track Equipment On Controlled Track:

Employees must obtain proper authority from CCT operations office, before operating on the following controlled track:

- Block Register Territory (BRT)

Hyrail inspection vehicles may operate at maximum speed for subdivision or 30 MPH, whichever is less, provided authority is not joint with other trains, track cars, or other employees; and then movements will be made at RESTRICTED SPEED.

B. Operating Two Or More Hy-Rail Inspection Vehicles as a Single Unit On Controlled Track.

Hyrail inspection vehicles may share the same authority number and operate as a single unit under the following conditions:

- They must stay in sight of each other
- They must be able to stop in 1/2 the range of vision.

C. Movement on Non-Controlled track:

If there is a person in charge of the non-controlled track, obtain permission before fouling the track. When moving on non-controlled track, be governed by the following:

- All movements must be made at RESTRICTED SPEED.

6.13 Yard Limits

Change first paragraph to read:

Within yard limits, trains or engines are authorized to use the main track only after obtaining all track bulletins that affect their movement from the CCT operations office. All trains, engines and track cars must obtain MASTER TRACK BULLETINS AND ALL OTHER TRACK BULLETINS FOR TERRITORY.

6.20 Portion of Train Left on Main Track

Changed to read:

When necessary to leave a portion of a train temporarily on the main track, follow this procedure:

- Set a sufficient number of hand brakes to keep the detached portion from moving.
- Place a torpedo 1/4 mile in front of the detached portion to warn returning crewmembers.
- Provide protection against movements that may enter the main track between the detached portion and the returning front portion

CCT SPECIAL INSTRUCTIONS

6.20 Portion of Train Left on Main Track (continued)

unless:

- The train dispatcher verbally relieves the protection, or
- The return movement is otherwise authorized.

6.28 Movement on Other than Main Track

This rule is in effect on all industrial leads and spurs unless the subdivision page states otherwise.

7.1 Switching Safely and Efficiently

Change entire rule to read:

While switching, employees must work safely and efficiently and avoid damage to contents of cars, equipment, structures, or other property.

Do not leave equipment standing where it will foul equipment on adjacent tracks or cause injury to employees riding on the side of equipment.

On tracks where clearance point is indicated, leave equipment beyond the clearance point.

If clearance point is not indicated or visible, determine the clearance point by standing outside of the rail of adjacent track and extending their arm towards the equipment. When unable to touch equipment, leave equipment at least an additional 50 feet into the track to ensure equipment is beyond the clearance point. Equipment may be left on a:

- Main track, fouling a siding track switch, when the switch is lined for the main track,
- Siding, fouling a main track switch, when the switch is lined for the siding,
- Yard switching lead, fouling a yard track when the switch is lined for the yard switching lead, or
- Industry track beyond the clearance point of the switch leading to the industry.

7.2.1 Switching on Adjacent Tracks or Conflicting Movements

Add new rule:

When more than one crew is switching in areas where there may be movement on an adjacent track or a conflicting movement, switching movement must not be initiated until each effected crew has been contacted. An understanding of specific movements must be established and acknowledged by each crew affected. Crewmembers of each affected crew and movement must be assured that each of their own crew members understands and has acknowledged the movements to be made. If acknowledgement is not obtained from each affected crew member, a member of that crew must stop the intended movement until acknowledgement is obtained.

7.6.1 Securing Unattended Engines

Add new rule:

When possible, place locomotives that will be left unattended on a track protected by a derail. Locomotives are considered to be unattended when left at any location and relieving crew or mechanical forces are not present to take charge of the locomotive. "Present to take charge of a locomotive" is defined as no employee being within 30 feet of the locomotive and in a position to immediately board locomotive.

- A. Apply sufficient number of handbrakes, but not less than one, when the crew is off the locomotive.
- B. Apply all locomotive handbrakes when locomotives are left outside terminals, or a track without derails attached or unattached to a train.

7.7 Kicking or Dropping Cars:

Changed to read:

Kicking is permitted only when it will not endanger employees, equipment or contents of the cars. Dropping is permitted only where authorized by supervisors.

Before dropping cars, crewmembers must fully understand the intended moves to be made. They must verify that the track is sufficiently clear and that switches and handbrakes are in working Order. Engine must be run on straight track when possible.

15.0 Track Bulletins

Add the following:

All Trains and engines and track cars operating on the CCT must have a copy of the current master track bulletins and any other track bulletins for the territory to be operated on.

CCT SPECIAL INSTRUCTIONS

The use of a master track bulletin form may be used to list all track bulletins in effect. Form XG is for rail/highway crossing warning device information.

15.2 Protection by Track Bulletin Form B

Revise bullet "C" to read:

- C. Any Track Bulletin Form B will be treated as if "STOP" was written in the stop column. This requires a train or engine or other on-track equipment to stop before entering the limits, unless verbal permission has been given per Rule 15.2, section A.

15.2.2 Protection for Non-Railroad employees.

Add new rule:

Track Bulletin Form B may be used for protection of non-railroad employees, such as contractors, without the use of flags as specified in Rule 5.4.3 under the following conditions:

- A qualified railroad employee will be assigned to communicate with trains and perform other Form B requirements.

Work performed by non-railroad employees may be foul of track, but work must not be performed on the track.

**G.C.O.R. CHAPTERS 9, 10, 11, 12, 13, 17
ARE NOT IN EFFECT ON THE CCT.**

SAFETY RULES

70.1.1 Job Briefings

Add new rule:

Employees must use the job briefing process:

- Before work begins, when all persons, including employees and contractors, are present.
- After work begins if person(s) who arrive missed the original job briefing.
- When changes in the work plan occur.

Each work plan must consider hazards, assign specific responsibilities, and explain assignments.

80.21.1 and 80.21.7 Going Between Cars or Engines:

- Before going between or working on the end of cars or locomotives, all crew members must have a clear understanding of the work to be performed.
- Unless positive protection is provided, all crew members must insure proper safeguards, as listed below are in place.
- When a crew member is required to go between or work on the end of equipment he must notify the engineer and all other crew members who could affect the movement of the equipment by radio or hand signal.
- The engineer and all other crew members who could affect the movement of equipment must verify by radio, hand signal or whistle signal (2 shorts) that they understand a crew member will be going in between cars or working on the end of equipment..
- When hand signals are used the "sign for coupling air hoses" will be used to both notify and verify that a crew member is going in between or working on the end of equipment.
- When engine is coupled to the equipment which is not to be moved, the engineer must center the reverser and fully apply the independent brake before acknowledgment is made. Engineer will advise by radio that the reverser is centered.
- The engineer and other crew members must ensure the equipment being secured will not move until crew member requesting the protection has either reported by radio or hand signal that he is no longer between or on the end of the equipment.
- The crewmember going between or working on the end of equipment must wait until all movement of the equipment has stopped and the slack has adjusted. If handbrakes are being released, proper safeguards must be taken to ensure slack has adjusted.
- Employees MUST NOT GO BETWEEN UNCOUPLED LOCOMOTIVES OR CARS WHEN CLEARANCE BETWEEN THEM IS LESS THAN FIFTY (50) FEET).
- When stepping out from between cars or locomotives, employees must watch for equipment moving on adjacent tracks.

CCT SPECIAL INSTRUCTIONS

81.4.2 Moving Equipment

Change entire rule to read:

- Employees are prohibited from getting on and off moving equipment except in an emergency. Prior to mounting or dismounting equipment, it must be stopped.

83.1.3 Protection of Loading and Unloading Operations

Changed to read:

Follow these instructions to protect contractors and vendors in loading and unloading operations and to comply with OSHA standards.

A. Effective Lockout Protection

Place a locked derail at least 150 feet from the railroad rolling equipment that will be protected. The derail must be able to restrict access to the portion of track where work is being performed. Use an effective locking device to lock the derail in the derailing position.

- One Locking Device. Use one locking device if those being protected are assigned to work together as a unit under a common authority and communicate with each other while working.
- Two Locking devices. If more than one job description exists and the persons are unable to communicate with each other, apply a locking device to the derail for each group.

B. Red Flag

At attach derail, display a red flag that can be clearly seen during the day. At night, display a red light with the flag. Do not place a derail in the derailing position until the red flag protection is in place. Do not remove the red flag protection until the derail is removed.

C. Common Authority

Common authority must be established. The person or persons in authority must:

- Communicate with all persons being protected by a red flag and derail.
- Control the red flag and the only keys to the derail protection.
- Be responsible for the safety of all persons in the working area

Do not work on the track or railroad rolling equipment until both ends of the track have a red flag and derail protection.

D. Derails

Derails that are used in conjunction with worker protection must be in the derailing position with proper flag displayed only when their use is required for such protection. When their use is not required for protection:

- Remove portable derails, then remove flag, or:
- Lock fixed derails in non-derailing position with an effective locking device, then remove (take down) flag.

AIR BRAKE AND TRAIN HANDLING RULES

Warm Weather Train Handling

Add new rule:

In warm weather conditions, train crews are required to pay close attention to track conditions. Any indications of "track buckling" are to be reported to the train dispatcher or your supervisor immediately.

Engineers should plan their train handling so as to avoid heavy brake applications and should plan slowing down and stopping well in advance.

MAINTENANCE OF WAY RULES

42.1.7 Safe Passage

Change first paragraph to read:

Before any track car or Maintenance of Way equipment occupies the main track, all information included in Track Warrants, Form A, B or Master Track Bulletin (or any other authority) must be given to all other occupants of the track car and any other persons who will use the same authority.

42.4 Track and Time Authority

This rule is not used.

CCT SPECIAL INSTRUCTIONS

ITEM 3: HAZARDOUS MATERIALS INCIDENTS

In case of accident, your SAFETY is the first consideration.

The responsibility of a crew is to determine the status of the incident and provide information to all who need it.

Protect the train and make an Emergency call by radio or cell phone. State specific location of the incident and train status.

DETERMINE STATUS OF ALL CREW MEMBERS!

Provide:

1. Train symbol and identification
2. Specific location of incident (station, milepost, nearest street or highway.)
3. If you need fire or medical assistance.
4. Wind and weather conditions.

If a Fire or Vapor Cloud is visible:

1. Take all shipping papers, such as waybills, train lists and emergency response information with you.
2. Evacuate to 1/2 mile upwind of vapor cloud or fire.
3. Select a safe location accessible to emergency response personnel.

If NO Fire or Vapor Cloud is visible:

1. Extinguish any ignition sources such as smoking materials. Do not smoke in vicinity, and do not light fuses.
2. Check the train list or shipping papers to determine what cars and commodities are likely involved, identify potential ignition sources.
3. Inspect the train to determine the cars involved.
 - Use the buddy system if possible.
 - Tell all crew members about the commodities involved.
4. Utilize the emergency response information to determine what risk the chemicals might pose.
5. Do not go nearer than absolutely necessary to assess the condition of the cars and equipment.
6. Use your eyes, ears, and nose to detect any fire, vapor, gas, smoke, or other unusual smells or noises. If you detect these conditions, DO NOT go near the Cars. Evacuate all crew members to a safe distance.

Update railroad management with the following information:

1. Initials and numbers of any HAZMAT cars involved.
2. Location of hazardous materials involved.
3. Description of hazardous materials listed on shipping papers.
4. Condition of each car — upright or turned over, intact, punctured, leaking, on fire or near a fire, producing vapor or gas cloud, or releasing an unusual odor or noise.
5. Location of people, property, or public systems, (roads, power lines, hospitals, schools) which could be subject to damage.
6. Location of nearby storm sewers, streams, rivers, ponds, or lakes.
7. Location of access roads.
8. Indicate the location where emergency response personnel can meet the train crew and how crew can be identified.

WARN PEOPLE TO STAY AWAY FROM THE EMERGENCY AREA!

Provide emergency response personnel a copy of train list, emergency response information and a copy of shipping papers. Retain one copy of train list and shipping papers for a company officer.

Help emergency personnel determine which cars and commodities are involved.

Remain at scene, at a safe distance, until relieved by a company officer.

A company spokesperson will handle discussing the incident with the media or other persons.

These instructions should be followed as closely as possible; however, it is realized that on-the-scene judgment based on the actual circumstances must be the final guide for protecting lives, property and the environment.

For assistance with hazardous materials or questions concerning the movement of hazardous materials, you may contact Dave Buccolo at 209-466-6927. If no answer, please leave a message to activate pager and your call will be returned. Cell Phone: 209-471-6251.

CCT SPECIAL INSTRUCTIONS

ITEM 4: GRADE CROSSING INCIDENTS

The following information is designed to serve as post grade crossing accident guidelines. It is designed to provide the utmost in safety for you and your crew.

After the accident has occurred and the train has stopped, ensure the safety of crew members, accident victims, and the public.

Contact the train dispatcher or any railroad office or public safety office on available cell phone, or radio to summon help and advise the following:

- Exact location by town, milepost and highway name
- What emergency services are needed and any possible alternate routes if crossings are blocked by your train.

In addition:

- Assess the damage to the vehicle and train to determine if there is any danger to your crew or the public.
- Assign a member of the crew to meet the requirements of Rule 6.23 and inspect the train.
- Assign a member of the crew to monitor the radio/cell phone.
- If it is safe to do so, render assistance to accident victims. Do not move any victims unless a life-threatening situation exists.
- Turn off the vehicle ignition and inform the investigating officer you did so. Otherwise, do not disturb the accident scene.
- Only give information to investigating officers or authorized company officials.
- Cooperate with investigating officers. Answer the officer's questions and provide as much information as you can recall.
- Obtain the name of any witness, with an address and phone number.
- Inspect train to see that no equipment is derailed and it is safe to proceed once the train is released by the investigating officer.
- All members of the crew must fill out proper report of crossing accident at completion of trip.

ITEM 5: RULES AND SAFETY COMPLIANCE AND AUTHORITY, STATEMENT OF SAFETY POLICY:

This policy statement is required by Federal Regulation 49 CFR part 225.33

1. Any employee who feels he or she has been given an instruction or job to perform which they feel is unsafe or not in compliance with operating and safety rules does not have to perform that job or follow the instruction. They may protest to supervisor without fear of recrimination.
2. Employees are required to know and understand all General Code of Operating Rules, Air Brake and Train Handling rules, Safety, Maintenance of Way and Mechanical rules; be fully conversant with current Timetable, General Orders and General Notices and any other railroad company's Timetables, General Orders and General Notices on which they may operate trains or engines.
3. Employees are required to attend a Rules class once each calendar year and pass all required examinations with a passing score of at least 85%.
4. Unannounced operational testing will be made on all employees to determine rules compliance.
5. If an employee has a question on proper application or use of a rule, they can ask their supervisor or they can call the office of the General Manager at 209-466-6927 ext. 107. If there is no answer, leave a voicemail message and your call will be returned.
6. As a company, we solicit and expect you will report any unsafe items or conditions and that you will make suggestions concerning safety and operations to your local managers.
7. Remember, safety starts with you. You must obey the rules and comply with General Orders and Notices, use common sense and good judgment. Keep your mind on the job at hand. Work as a team to be safe. By working safely, we make this the best railroad to work for.

ITEM 6: MISCELLANEOUS INSTRUCTIONS

When placing cars on outbound UP or BNSF interchange tracks, every crew will ensure that the tracks are shoved to the bumper. Cars are not to be left in the top end of the tracks. Whenever possible, crews will ensure all air hoses are coupled and air is used on the interchanges. When there is a unit cement train from CPC or TXI-Riverside, empty cuts must be placed on the inside balloon track and shoved to the bumper to wait on the balance of the train. All empty cement cars must be kept in one block. **BE SURE NO CARS OF HAZMAT OR EMPTY HAZMAT ARE LEFT FIRST OUT.** Loads must have 5 cover cars and empties must have 1 empty cover car.

Train crews must inspect inbound trains and cars pulled from customers for any safety defects. When bad orders are found, they must be setout to track 808 if found in the yard. At Penny Newman, they are to be setout to Boggs 1 or Boggs 2 and if these tracks are full, to track 796, or left in outbound track 729 with permission of the CCT office if there is no other room. Report all defects to the CCT office and make notes on your switch lists. At Penny Newman, do not pull any cars with bungee cords or tarp straps left on the cars. Be sure to check all safety appliances (e.g. handholds and ladders, angle cocks) for damage when pulling this customer.

Every train crew member is responsible to inspect cars of hazardous materials for proper securement of the bottom outlet caps and to check cars for proper placards, missing, torn or faded placards and report these to the CCT office. Operations supervisors or managers will then meet the crew with the placards. Always record the numbers of these cars on a switch list.

Safety is everybody's business!

ASPECT	INDICATION	UP	BNSF	ASPECT	INDICATION	UP	BNSF
	CLEAR Proceed. (With or without number plate)	F, G not used.			APPROACH Proceed prepared to stop at next signal. Trains must immediately reduce to 30 MPH. (With or without number plate)	F, G, H not used.	
	APPROACH LIMITED Proceed prepared to pass next signal not exceeding 60 MPH. (With or without number plate)	APPROACH CLEAR SIXTY	B not used.		DIVERGING CLEAR Proceed on diverging route not exceeding prescribed speed through turnout. (Without number plate)		Not used.
	ADVANCE APPROACH Proceed prepared to pass next signal not exceeding 50 MPH. (With or without number plate)	APPROACH CLEAR FIFTY C not used			DIVERGING CLEAR LIMITED Proceed on diverging route. Speed through turnout must not exceed 40 MPH. (Without number plate)		
	APPROACH DIVERGING Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout. (With or without number plate)		APPROACH MEDIUM		DIVERGING APPROACH MEDIUM Proceed on diverging route not exceeding prescribed speed through turnout prepared to pass next signal not exceeding 35 MPH. <i>UP only: Trains must immediately reduce to 40 MPH.</i> (Without number plate)	DIVERGING APPROACH C not used.	D not used.
	APPROACH MEDIUM Proceed past next signal not exceeding 40 MPH, prepared to advance on diverging route at next signal at prescribed speed through turnout. <i>UP only: Freight trains immediately reduce to 40 MPH.</i> (With or without number plate)	ADVANCE APPROACH F, G, H, I, J not used.			DIVERGING APPROACH Proceed on diverging route not exceeding prescribed speed through turnout prepared to stop at next signal. Trains must immediately reduce to 30 MPH. (Without number plate)		

SIGNALS

ASPECT	INDICATION	UP	BNSF	ASPECT	INDICATION	UP	BNSF
 A B C D E	APPROACH RESTRICTING Proceed prepared to pass next signal at restricted speed. (With or without number plate)	C, D, E not used.		 A	DIVERGING APPROACH DIVERGING Proceed on diverging route not exceeding prescribed speed through turnouts prepared to advance on diverging route at next signal. (Without number plate)		
 A B C D E F G H I	STOP Stop. (Without number plate)	E, F, G, H, I not used.	I not used.	 A B	DIVERGING ADVANCE APPROACH PASSENGER Proceed on diverging route prepared to stop at second signal. Freight trains must immediately reduce to 40 MPH. Passenger trains must immediately reduce to 60 MPH. (With "C" plate and without number plate)		Not used.
 A B C D E F G H I J K	RESTRICTING Proceed at restricted speed. (With or without number plate)	I, W, X, Y, Z, 1 not used.	D, I, P, Q, 2, 3, 4 not used.	 A B C D E	ADVANCE APPROACH PASSENGER Proceed prepared to stop at second signal. Freight trains must immediately reduce to 40 MPH. Passenger trains may proceed, prepared to pass next signal not exceeding 60 MPH. (With "C" plate and with or without number plate)		Not used.
 A B C D E F G H I J K L M N O P Q R S T U V W X Y Z 1 2 3 4	STOP AND PROCEED Stop, then proceed at restricted speed. (With number plate)	RESTRICTED PROCEED E not used	C not used.	 A B C D E			

DISTANT SIGNALS:

BNSF may display the following aspects as distant signals: Clear, Approach, Advance Approach, Approach Medium, Approach Limited, Approach Restricting.
 UP may display the following aspects as distant signals: Clear, Approach, Approach Diverging.

IMPORTANT: This quick reference guide is by no means a definitive source for BNSF and UP signal information. Refer to BNSF and UP System Special Instructions, General Orders, or Timetable rules to ensure proper compliance.

- Red Aspect
 - Yellow Aspect
 - Green Aspect
 - Lunar Aspect
 - Dark Aspect
 - Flashing Aspect
 - Number Plate
 - Distant Signal Plate
 - Grade Plate
- Where dwarf signals are used or used in conjunction with other signals, the indications are the same. In some cases, a dwarf signal may be used to represent a second or third signal device.

